CITY OF HAYWARD
AGENDA REPORT

AGENDA DATE 09/15/04

AGENDA ITEM 2

TO: Route 238 Working Group

FROM: City Manager

SUBJECT: Modified Route 238 Corridor Improvement Project

There was insufficient time at the last meeting to fully discuss this agenda item, and it was indicated that more discussion would be appropriate. For convenience, we are attaching the narrative portion of the staff report that was presented to you in July (see Exhibit A). Please remember to bring the various attachments to that report in order to continue discussion on this important topic.

Also since the last meeting, additional traffic analysis has been completed on the proposed Modified Rt. 238 Corridor Improvement Project. Attached as Exhibit B is a table comparing LOS results to the original Project. Several minor changes had been made in the original Project intersection lane configurations, which were also incorporated where appropriate into the Modified Project. Consequently, the original Project results have been updated to assure an accurate comparison between the two alternatives. Overall, the LOS results for the Modified Project were positive and very similar to the original project. The most significant difference is that the modified project yields a total of four PM LOS Fs compared to three with the original.

In general, the Modified Project corridor attracts slightly less traffic than the original Project. Foothill/Grove Way LOS is worse because the slight decrease in projected traffic is countered by one less lane in each direction as a result of eliminating the ROW takes. The Modified Project at A Street is slightly better than the original Project because both have the same capacity and the Modified Project has slightly less traffic. B, C, and D Streets are slightly worse in the Modified Project, because of the one less northbound through lane compared to the original Project. These downtown streets are also affected by slight changes in the east-west movements. The intersections south of the grade separation carry significantly less traffic under the Modified Project and thus even with the reduced capacity there is not a significant reduction in LOS. Mission/Carlos Bee is better in the PM.

Also, because the Modified Project carries less traffic on the corridor - especially south of the grade separation, that traffic demand is distributed to parallel streets. However, even with this redistributed demand, the Modified Project still reduces traffic on parallel local streets compared to the no-project scenario, but to a lesser degree than the original Project.

Exhibit C provides the results of VISSIM generated travel-time analysis through the entire corridor and, as might be expected, the Modified Project is not as effective as the original Project in reducing travel times, but it is still a significant improvement over the No-Project scenario.

Finally, in response to a request made at the last meeting, staff has reviewed the options for creating a bicycle route designation on Mission Boulevard from the grade separation to the south end of the corridor while staying within the existing 100-foot right of way limits. The present Modified Project cross-section provides a 13-foot-wide outside parking/peak hour travel lane, an 11-foot-wide middle lane, a 12-foot-wide inside travel lane, a 14-foot-wide median, and reducing the sidewalk width to 7 feet. As mentioned at the last meeting, to provide a 15-foot-wide bicycle route, it would be necessary to reduce the sidewalk, or the width of either the median or one of the travel lanes.

Further reducing the sidewalk widths in this mostly commercial area is not recommended. Problems also arise in meeting handicap clearances because of various signs, fire hydrants, street lights, etc. Also, as already identified in other segments, fitting undergrounding requirements into even a 7-foot sidewalk area is very difficult. Reducing the inside travel lane by the median to below 12 feet is not generally recommended, because of the possibility for a slight error causing someone to hit the curb. If the median were reduced to 12 feet, there would be very narrow nose medians of only 2-foot-widths at left turn pockets, which is insufficient for signs and pedestrian push buttons.

After careful consideration, staff would recommend providing 14-foot-wide parking/peak hour travel lanes achieved by taking .5 feet from the inside travel lanes and 1-foot from the median. The resulting Modified Project cross-section would provide a 14-foot-wide outside parking/peak hour travel lane, an 11-foot-wide middle lane, a 11.5-foot-wide inside travel land, a 13-foot-wide median, and 7-foot-wide sidewalks. Exhibit D shows cross-sections of both the existing and this latest proposal for the modified project. It should be noted that our bicycle master plan and other state and federal standards do indicate 14 feet as a minimum width for a wide curb lane bike route. While this would provide improved accessibility for those bicyclists who want to use Mission Boulevard, staff still does not recommend encouraging Mission Boulevard for regular bicycle use and, therefore, would not propose signing Mission Boulevard as a bicycle route.

Jesús Armas, City Manager

Attachments: Exhibit A: July 28 Agenda Item 2
Exhibit B: LOS Comparison Table
Exhibit C: Travel-Time Results
Exhibit D: Mission Blvd. Cross-Sections